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MISCELLANY.

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EARLY LIFE OF DE RUYTER.

The celebrated Dutch Admiral, Michael De Ruyter, who flourished in the seventeenth century, who was distinguished for his courage and nautical skill, and whose exploits are even yet remembered in every quarter of the globe—was of the most obscure parentage, his father having been a drayman of Flushing. In his early years he was apprenticed to a rope-maker, but he could not brook control, and his disposition was so turbulent that his master was soon compelled to discharge him. He then entered on board a ship of war, being only eleven years old; but he soon distinguished himself for his aptness to learn, and his intrepidity,—and was promoted to be boatswain of a ship. He was afterwards employed in the merchant service, and commanded in several voyages to foreign countries, and also in several cruises against the French in privateers. We lately met with an old publication containing many of the events in the life of this distinguished man, from which we make the following extracts of incidents in his early life:

"In 1641, the Dutch having sent out a fleet of twenty men of war to the assistance of the Portuguese, the Prince of Orange, who was perfectly acquainted with the distinguished merits of Ruyter, promoted him to be a captain in this squadron, with the rank of Rear Admiral Gysels, the commander in chief, fell in with the Spanish fleet, of twenty four sail, off Cape St. Vincent's. An engagement ensued, which continued about six hours, and ended with equal loss on both sides. Ruyter was every where in the hottest of the action, and his conduct excited universal admiration.

"After this engagement, the Dutch laid aside their maritime expeditions against the Spaniards; Ruyter, in course, resumed the command of an armed merchant ship. In 1643, being on a voyage to America, he descried a Spanish man-of-war, of superior force, from which he endeavored to escape. The Spaniard, however, came up with him, and fired his whole broadside, with an intention to sink him. Ruyter, in his emergency, exerted himself with such astonishing ability and valor, that, at length, he sunk the man-of-war. His humanity now appeared as conspicuous as his courage. Every effort was made to save the vanquished crew, and a number were taken on board. Among these was the captain, to whom Ruyter said, 'Would you have treated me and my people thus?' 'No,' answered the Spaniard, 'I intended to drown you all.' Ruyter, enraged beyond expression at this answer, instantly ordered all the Spaniards to be thrown into the sea; but just as his men were going to execute his order, the captain thought proper to make an apology for his brutal speech, which the conqueror readily accepted.

"Some time after, being on a voyage to Sallee, one of the piratical States of Barbary, with whom the Dutch were then at peace, five Algerine corsairs lay off that port in order to intercept him. Ruyter neither attempted to escape, nor waited the attack. He unexpectedly bore down upon the enemy's largest ship, and poured in a broadside. This intrepidity terrified the Algerine, who instantly bore away. With a second and third he succeeded in the same manner; and, keeping the two others in awe, he entered victorious into the road of Sallee. The inhabitants of that city, who had seen his exploit from their walls, were astonished at the skill and intrepidity of the victor. They mounted him on a stately horse, and conducted him in triumph through all the streets of the city; while the defeated captains had the mortification of being compelled to follow on foot, and to be subject to all the invectives of the insulting populace.

"On his return from the Mediterranean, he took many other merchant ships under his convoy. In order

to avoid the Dunkirk privateers, he found it necessary to anchor at Spithead. Dunkirk at that time was under the dominion of Spain. Ruyter, perceiving that the wind was favorable, and winter approaching, determined to continue his voyage, in defiance of every danger. The other captains blamed his temerity, and refused to accompany him. He persisted, however, in his resolution, and, in order to succeed, put in execution a very singular expedient. Among his provisions there was some old Irish butter, that was quite spoiled. With this he rubbed the outside of his vessel, the rigging, and part of the deck, and then put to sea. Thus prepared, he was met by a Dunkirk privateer that boarded him; but the butter had rendered the deck so slippery that they could not keep their feet; they fell upon each other; a great number of them were slain, and the remainder were happy to gain their ship. Ruyter continued his voyage without any further molestation, and arrived at Flushing, to the great satisfaction of his owners.

"Some time after, having the command of a vessel mounting a few pieces of cannon only, and seventeen men, he descried a Dunkirk privateer, which mounted more than twenty guns, and 120 men, and was conveying a very rich prize. He determined to capture the prize by intimidating the privateer. With this view, he crowded all the sail he could, as if eager to begin the attack. The stratagem succeeded: the Dunkirker took him for a ship of force, and abandoned his prize, that he might escape more easily. Ruyter bore down upon the latter; but, being apprehensive that the privateer, which was not yet far distant, might discover his weakness and return, he caused part of his sails to be hauled down, as if they had received some damage. He lay to for some time, as if to remedy his accident, and suddenly changed his course, with his prize, when he found the privateer was sufficiently remote.

"In another voyage to Sallee, he exposed various kinds of merchandise to sale. The Sant, or Sovereign of Sallee, took a fancy to a piece of English cloth, and, inquiring the price, offered a sum below what Ruyter demanded. Ruyter said that he could not part with it at that price. The Sant answered, that it was worth no more. 'I must keep it then,' replied Ruyter. 'I insist upon having it,' returned the Sant, 'and I will give no more for it.' 'I cannot part with property committed to my care at a price so much below its value.' The Sant continued peremptory in his demand, and Ruyter, perceiving he grew warm, said that he would rather make him a present of it. 'What!' exclaimed the Sant, 'have you a right to give away the goods entrusted to you, and not the power of selling them at an offered price?' 'I cannot part with this cloth at so low a price without hurting the sale of my other goods; but in case of necessity, and to avoid a greater evil, I will make a present of it without any ill consequences.' The Sant, enraged, replied, 'Do you know that I can stop your ship, and the whole cargo?' 'I know it; but if you take such a step, you will proclaim to the whole world that your word is not to be relied upon. If I am your prisoner, tell me what price you fix upon my ransom, and I will endeavor to raise it.' The Sant's rage had now no bounds: he uttered the most dreadful threats. Ruyter, with a stern aspect, returned, 'If I were on board my ship you would not threaten me thus.' The Sant went into another room, gnashing his teeth, stamping with his feet, and exclaiming, 'Is it not a pity that such a man should be a Christian?' Ruyter, who did not appear to dread any consequences from this scene, complained loudly of the treatment he had received, although the Sant's brother, and many of the Lords, were still present.

An hour after the Sant returned, and demanded whether he would deliver the cloth at the price he had offered. Ruyter continuing inflexible, the Sant said to his attendants, 'You see how faithful this Christian is to his masters; would you be as faithful to yours, if the opportunity should offer?' He then opened Ruyter's robe, took one of his hands, and putting it upon his

breast, placed his own upon Ruyter's, as a cordial expression that he now honored him with his esteem and friendship. From this time the Moors held his character in such veneration, that they would hardly traffic with any one else, and he could sooner make two voyages to that country than any other merchant could make one. He did not fail to take advantage of this favorable circumstance. He made many voyages to Barbary, penetrated far into the country, and amassed a considerable fortune. He took every opportunity of delivering the Christian slaves. Those who could afford it, he obliged to reimburse him for their ransom; to those who could not, he generously presented it. In one of his voyages, his ship being stranded off Salce, the Moors saved all the goods, and dried them upon the shore, but would receive no compensation for their labor. He lost not a single article.

"Disgusted by the fatigues he had undergone, and the perils to which he had been often exposed; enjoying, moreover, a sufficient degree of affluence, he determined to quit the sea, and to pass the remainder of his life in peace. He was actuated also by a more tender motive. His second wife having died in September, 1651, in the beginning of the next year he married Anne Van Gelder, the widow of John Pauluszoon, captain of a merchant ship, who was recently dead in Martinico. This lady, apprehensive that a similar accident might deprive her of Ruyter, whom she tenderly loved, made him promise that he would go no more to sea. But war having now broken out between England and Holland, our naval hero found it impossible to keep his resolution."

The subsequent career of De Ruyter is well known. He long enjoyed the confidence of his countrymen—and the Dutch, at this day, often recur with pride to the brilliant naval achievements of De Ruyter, and his great political rival, Van Tromp. He often commanded the Dutch fleet in the obstinate engagements with the English at that period, in disputing the sovereignty of the narrow seas. He was mortally wounded with a cannon ball, at the age of seventy, in an action between the combined fleets of Holland and Spain, which he commanded, and that of a French fleet, under the celebrated Du Quesne, fought off the island of Sicily, in the year 1675. The death of De Ruyter was lamented by all the powers of Europe. Even Louis the XIV. said "he was a very formidable enemy; but I am sorry for his death—he was an honor to humanity."

A SEA FIGHT.

THE NAVAL MAGAZINE.—Vol. II, No. 4, July 1837, N. Y.: Published for the United States Naval Lyceum, by J. S. Taylor.

Of the naval battles between the English and the French, it may, for all who derive their historical knowledge through the English language, be said, as the lion in fable says, of the picture of a man conquering a lion, "the lions have no painters." Our notions of English naval fights are all from English painters. In this number of the Naval Magazine is a very interesting account, translated from a French narrative of the Battle of the Nile, or Aboukir, where Lord Nelson annihilated the French fleet that was co-operating with Napoleon in his attempted conquest of Egypt.

The whole account is full of interest. We have room only for an extract from it.—*New York American*.

Brueys, on the deck of his ship, surrounded by a numerous staff, among whom were his flag Captain Casa-Bianca, and his police officer, (ordonnateur,) Joubert, watched from this elevated point all the events of the battle that were not concealed by the smoke. About twenty small-armsmen with the officers, were the only persons seen on the upper deck, the weakness of the crew made it necessary to send all the other combatants to the lower deck guns; notwithstanding, the danger was much increased by his comparative isolated situation, Brueys, although wounded, would not abandon it; there he was struck

by a shot which nearly cut him in two; in this desperate situation he resisted all attempts to carry him to the apartment for the wounded, pronouncing with a firm voice these words—"Leave me here, a French Admiral should die on his quarter-deck."—If this officer was guilty of some faults in tactics, were not his errors gloriously redeemed by the eclat of such a death? The superior officers of both fleets had been nearly all struck down. While Brueys died gloriously, Duchayla and Nelson were carried below wounded.

Meanwhile the numerous losses which the French experienced, far from discouraging our crews, served only to stimulate their valor; the fire of le Franklin and of l'Orient had at no time been so terrible as at the moment when they were deprived of the Admirals whose flags they carried. The wound received by Casa-Bianca redoubled the fury of the sailors of l'Orient; the English vessels cannonaded by the centre of our line began, notwithstanding their number, to give way under the vigor of our defence. Victory hung over our flag when the arrival of two new combatants disclosed to the centre of what the cessation of the fire in the van made us suspect, that the intrepidity displayed by our vessels in their desperate defence had served only to ennoble their fall.

This first reverse was the sure presage to our fleet of the defeat that they were to experience, deprived of the van, which had yielded after a most obstinate defence, the rear division abandoned to inaction, the centre seemed by the vigor of its fire to preserve the hope of triumph which its first successes had inspired.

The new comers, the van having struck, concentrated their force on the centre; this could not, however, more than change the probability of success, the intrepidity of our sailors was the same, and the fury of the action unabated; the same devotion and order in the batteries, the same enthusiasm and heroism in the officers. The Captain of le Franklin, mortally wounded, resigned the command of his ship to Captain Martinet, recommending him to conquer or die.

A sublime death awaited Petit Thouals on board le Tonnant. This brave man, wounded in many places, continued at his post directing the combat; amidst the storm of iron which hurled around him he remained calm and undaunted; his body mutilated, his legs and arms disabled by the shot, this sublime citizen seemed to survive himself to watch over the honor of his ship. Seated in a tub of bran he succeeded in stopping the effusion of blood, and by that means prolonged his life for some moments; it was from this heroic couch, with a firm though dying voice he exacted from his staff a promise never to surrender his ship. "If the enemy," said he, "attempts to carry us by boarding, swear to me citizens, to throw our flag and my corpse into the sea, that neither the one nor the other may be soiled by the hands of the English." They swore and he expired!

Meanwhile a misfortune awaited our squadron—the upper deck of l'Orient, the men having been drawn from thence to supply the lower batteries became the scene of a terrible conflagration; vain was the attempt to stop its ravages; the poop, and quarter, and waist, cloths having been newly painted, offered food to the flames; those who had abandoned their guns to contend with this new enemy finding their efforts powerless, returned immediately to their pieces, and while the flames ascended the shrouds, darted among the cordage, embraced the masts and yards, entwined themselves among the sails which they burnt from the gaskets, and floated with the flags consuming them at the top of the masts, the cannon of the batteries thundered with new fury.

The bay of Aboukir at this terrible moment presented a frightful but splendid spectacle; the fleets whose destructive melee had been a moment before concealed by the darkness of the night, now showing on the dark ground of the heavens their crippled hulls

and dishevelled masts all reddened by the reverberation of the three-decker in flames; the sea throwing from its opaque waters livid and bloody reflections, the coast colored with the burning tints of the conflagration, and l'Orient herself in the midst of the first enveloped in flames, fire spouting from her batteries, while she poured on her enemies a shower of balls.

The English vessels gave way before such an adversary, and bore towards le Franklin and le Tonnant. The valor of these two ships was unshaken in the midst of the carnage with which the fury of so many enemies had heaped their decks; the latter, however, covered with sparks and burning fragments, is forced to cut her cables to withdraw from the perils threatened by the neighborhood of l'Orient. Her example is immediately followed by l'Heureux and le Mercure, who not, however, having taken the same precaution to prepare a second anchor, grounded on the sand banks of the coast.

The Admiral's ship still fought, though her masts embraced by the flames, tottered to their fall; she yet gave her companions in arms an example of a glorious defence; the sailors of l'Orient behaved in the face of fire as did the crew of le Vengeur in the face of the waters. When the flames took possession of the second deck they retreated to the lower deck, and continued to defend themselves with the same obstinacy; but the conflagration pursued them to this new asylum; the cannon are once more loaded, a voice announces that the fire has reached the gun-room, the moment is extreme. While some of the sailors hastened to bring up such of the wounded as there might be a hope of saving, the last broadside burst from the battery, and its defenders rushing through the ports leaped into the sea.

The hold of l'Orient was then witness to an act worthy to crown this heroic catastrophe. The young Casa-Bianca, when all was over, left the scene of combat and hastened to the apartment for the wounded where his father was; there was no hope of saving the life of this brave captain. A sailor strove in vain to tear this child from the vessel about to be blown into the air. "No, no," cried he, throwing himself into the arms of his father, who weeping, would have repulsed him, "this is my place, let me die with you!" The sailor fled: the next moment a frightful explosion is heard, an immense column of fire is seen to rise in the air, every thing seems enkindled by this dazzling light; the fleet, the sea, the shore, the desert, and then all relapses into obscurity and silence; nothing is now seen but the dim flashing which so much light leaves in the eyes, and nothing is heard but a dull tinkling, the noise of the fragments, and the splashing of the cannon as, having been thrown towards the heavens, they fell one by one into the sea. The two fleets, struck with stupor, seemed for the moment to forget the battle, and it was near a quarter of an hour after this catastrophe before it was renewed.

PEARL FISHERY—HYDROPHOBIA.

There are years which have, like ages, their characteristics! The year 1825 was the well-known year of panic. The plans set on foot for getting rid of the national money were on the most gigantic scale, and it was computed (if we do not much mistake) that the capital, if fully subscribed, would have amounted to three hundred million sterling.

Every part of the earth was made the location of some new contrivance for marvellous wealth. Gum companies for Africa, ivory companies for India, companies for cutting down the American forests, were among the most familiar conceptions.

One of the most interesting, and apparently, most feasible projects of 1825, was the company for pearl fishing off the coast of South America. It was long known that the pearl oyster was to be found there; but the poverty of the fishers, and the general ignorance of the people, strongly favored the idea that European ingenuity might sweep the bottoms of the

bays, harbors, and creeks, where the oysters lay, and carry to the European market the gathered treasures of many an age. Accordingly, a vessel was fitted out, equipped with all the modern improvements for catching those little bright ornaments of the ears and bosoms of the fair. It was put under the command of Lieutenant Hardy, an intelligent officer, well acquainted with the navigation, and despatched on its errand for this new philosopher's stone hidden in the bosom of the deep. But how many things are to be considered to gain any one point in this world? The principal instrument on which the whole enterprise depended was a diving bell of the most complete construction. One thing, and one alone, had been omitted in the calculation; the nature of the ground on which the oysters were to be looked for. It seems to have been taken for granted, that it was a sort of subaqueous bowling-green, or billiard table. It is possible that no one thought of asking the question.

The vessel reached the coast; the diving bell was let down; and returned with the report that the bottom, instead of being the smooth bed of sand on which the pearls lay in heaps, was a succession of pointed rocks and deep clefts, where the animal hid itself; and where a diving bell was of little more use than a balloon. The experiment was made over and over again, with the perseverance of the British sailor; but the oysters would not be found; the machine could do nothing in the midst of those dells and caverns, swept, too, by the currents of the heavy ocean; and the expedition was finally abandoned, producing as its only fruits a book by the officer in command, a very spirited and amusing production. Lieutenant Hardy, in the course of his adventures, became acquainted with the native pearl divers, some of whose exploits he narrates; some of those, too, being instances of remarkable peril, encountered with remarkable intrepidity.

One of those divers had plunged into eleven fathoms, in the expectation of finding some peculiarly fine pearls. He was pursuing his search, when seeing the water suddenly darken, he looked up, and to his horror beheld, at some distance above him a huge shark, leisurely surveying all his movements, and evidently intending to make a prize of him. The diver made a dart towards a rock, where he thought that he might elude the eye of the monster, and then spring up to the surface; but the shark shook his tail and followed quietly, but with the same determination to eat him the moment he rose. As under water time is every thing, and the diver had only to choose between being eaten alive, and being suffocated, the thought suddenly came into his mind to puzzle his pursuer by a contrivance in which, whether he remembered it then or not, the cuttle-fish has the merit of originality. He threw himself upon the ground, and with the stick which all divers carry, began to muddy the water. A cloud of mire arose between him and the shark, he instantly struck out under the cover of the cloud, and when he thought that he had cleared his enemy, shot up to the surface. By great luck he rose in the midst of the fishing boats. The people, accustomed to perils of this kind, saw that he must be in danger, and commenced splashing with their oars and shouting, to drive the shark away; they succeeded so far as to save their companion, and the diver was taken on board, almost dying from the dreadful exertion of remaining so long under water, if his heroism disdained to acknowledge the alarm.

Hardy's book contains another, and very interesting piece of information—the South American cure for the hydrophobia. This dreadful disease is extremely common in violent heats of summer. The wild beasts in a country but ill supplied with streams, and in the long summer with all those streams dried up, tear their flesh in agony with this disease; the wolves and all of the dog kind are the especial sufferers; but the jaguars, or tigers, and perhaps all

that roam the sandy plains, are seized with this fury; accidents are, of course, common among the hunters, herdsmen, and the people of the lower ranks in general; but they excite comparatively little terror from the frequency and simplicity of the cure. This is effected by taking two or three doses of a powdered root, which seems something of the hellebore genus, and of which Hardy gives the characters. This root throws the patient into copious perspiration; the second day generally completes the cure, though the patient remains weak for a time. This is better than smothering between two mattresses, or killing with laudanum, after six weeks' agony of suspense and a week of frenzy. It is remarkable, that this root acts in the same manner as the only medicines which have been found as a palliative of this terrible disease in Europe. *Sudorifics* alone seem to have produced any effect here; and some instances of the singular force of the vapour bath in quieting the paroxysms, have been given within these few years, which may lead to a more skilful treatment. All this, however, has been told to our English surgeons already; the root in question has even been brought to England and administered; but, as it is reported, without effect. Still, while we know how hard it is to convince any man, even an hospital surgeon, against his will, what slight circumstances may be taken advantage of, and what important ones may be neglected, where the mind of the experimentalist is not in favor of the operation; we must suspend our belief that the root which had so plainly wrought its cure in South America becomes utterly useless in crossing the Atlantic. We hope that trials will continue to be made. The man who shall succeed in bringing the hydrophobia within the power of European medicine, will deserve the highest gratitude of Europe, and would doubtless receive the most valuable testimonials of the liberality of England. For the circumstances, we again refer to Lieutenant Hardy's book, as giving a clear, intelligent, and to our conception, a most satisfactory detail of the victory of science and nature over a malady which now constitutes the terror and the shame of the art of healing.—*Blackwood's Magazine*.

SEAMEN'S UNION BETHEL SOCIETY.

We have read with much interest the Fourteenth Annual Report of the Seamen's Union Bethel Society of Baltimore, from which it appears that the prospects of that admirable association are such as to promise extended usefulness and long duration. The statement made to the Board of Managers by the Missionary of the Society, the Rev. JOHN SMITH, is cheering, and leads to a hope that the welfare of the useful class of men to which it refers will continue to possess a strong hold on the feelings of the community, as there is every reason to believe, from the attendance at church, and the participation in the baptismal and communion ordinances on the part of the seamen and their families, that a lively interest in religion has been excited. Among the things named as sought for by the seamen, is a temperance boarding house, respecting which our opinion has already been expressed. The financial concerns of the society, although small in extent, are sound in condition.

We subjoin a portion of the report, preceding that of the Missionary.—*Baltimore American*.

"It is a matter of deep regret that, while the spiritual condition and necessities of almost every class of men in the community have received the attention of Christian philanthropists, and much has been done for their benefit, so little has been done to promote the spiritual interests of the mariner. Why seamen should be thus neglected—why, comparatively, 'no man should care for their souls,' is difficult to divine. It is a question hard of solution. It is not because they are so few in number that they have thus been slighted. If they were numerically insignificant, then there might be some shadow of excuse for this neglect;

but that is not the case. For every ocean and sea, every lake and every river upon the globe, are, so to speak, inhabited by this hardy race. Cast your eyes upon the *war* and *commercial navies* of the different nations of the earth, and you will discover thousands and millions of the human family who 'do business in great waters!'

"Neither are they neglected because their *spiritual condition does not stand in need of attention and improvement*. No! verily; for it is a lamentable fact that, in general, seamen have been, and still are, far sunken in the scale of moral being. Indeed they have been, for ages, proverbial for wickedness. Their profaneness, intemperance, and uncleanness, have even been considered shocking to piety, morality, and even common decency. These strictures are not made in the spirit of censure, nor are they of universal application; for, thank God, there have been some notable exceptions. But, alas! it must be admitted, that our remarks will very generally apply. Nor can we justify the indifference of the christian world to the spiritual interests of seamen, by saying that they are unsusceptible of moral improvement; for this would be a palpable falsehood. Never has the experiment been made; never have efforts to superinduce a moral reform on the part of seamen been entered into vigorously, and prosecuted perseveringly, without producing the most favorable results. Profligate as he may be in his life, and abandoned to every principle of piety and virtue as his character may be, yet the heart of a *tar* is far from being an impregnable castle. Indeed, it is generally admitted that seamen are peculiarly exquisite in their susceptibilities; which fact of itself sufficiently shows, not only the practicability, but also the comparative ease of bringing about their conversion. It is not to be called in question that, if the same measures were adopted to promote their spiritual welfare, as have been adopted in behalf of other classes of men, a rich harvest of souls might be reaped from among the sons of the ocean. This remark is substantiated by the success which has attended the efforts of christians in this department of Christian benevolence. For their have been some who have nobly and willingly offered themselves to this work. And many, by their instrumentality, have been rescued from destruction, and brought into the 'ark of safety.' The name of G. C. Smith, of Penzance, Cornwall, England, calls up in the mind the most interesting and pleasing associations. This holy man unfurled the *Bethel Flag*, launched the *Floating Chapel*, and pointed the tempest-driven sailor to the Polar Star, which alone can be his guide across the tempestuous ocean of life. He not only preached, but wrote for their benefit. Who can read his 'Boatswain's Mate' without the most exquisite and peculiar sensation of soul? Being well acquainted with a *nautical* life, he could enter into the peculiar feelings and views of those who followed it; and thus again an access to their hearts, and a seat in their affections. And, in addition to this, his bosom heaved with heaven-born benevolence, which prompted him to zealous effort in this noble work; and great was the success of his labors. And there are some, and in our own country, too, who have imbibed his spirit, and are following his example. May heaven succeed their efforts! To sustain them in their work, and to enable them to prosecute it with vigor, associations have been formed in the different sea-ports of Protestant christendom, whose pecuniary contributions, joined with their ardent prayers, have, like the winds of heaven, impelled onward this noble cause.

"Among these associations we number that, whose anniversary you this evening celebrate. For fourteen years has this society maintained its existence; and though frequently its prospects has been clouded, and though its retrospection be not so bright as we could desire, yet we have reason to thank God that our 'work of faith, our patience of hope, and our labor of love,' have not been 'in vain in the Lord.'

"We have erected a comfortable 'Mariner's Church,' which is opened twice on the Sabbath for preaching, and the basement of the church twice in the week for prayer meeting. We have employed a missionary, whose labors are exclusively devoted to our service. Our annual expenses are about \$900; and, in addition to this, we are in debt about \$800 on the church. We are resolved, however, 'by our prayers' and contributions, with 'a supply of the spirit of Jesus Christ,' that we will still steer our onward course, though adverse storms may blow, and tempests of opposition may rage against us!

"We consider the evangelization of seamen, and especially American seamen, as a work of no ordinary character.

"Our maritime interests are of great importance; how necessary then that those engaged in them should be men who act under the influence of Christian principle. If this were the case, among many other evils, that great one which prevails so extensively, as well on the sea as on the land, would cease to exist. INTemperance would no more be the cause of so many naval disasters as now occur; losses of ships, of cargoes, and of lives; but the white pennant of Temperance would float in the same breeze with the red flag of Redemption, and the star spangled banner of a nation's pride!

"Then, too, should we be favored with numerous incidents illustrative of the wonders of Creation and Providence; incidents with which a pious seaman's journal would be replete. For 'they that go down to the sea in ships, that do business in great waters, these see the works of the Lord, and his wonders in the deep.'

"But there is a still greater reason than any of these, why we wish to see the conversion of seamen. If this were brought about, what a great and effectual door would be opened for the spread of the Gospel. If all the ships that skim the bosom of the ocean were manned with pious seamen, oh! what an influence would be exerted in favor of holy religion. Then, with what clarity would the everlasting Gospel fly through our world, and enlighten the dark corners of the earth. Then would 'the merchants' ships, which bring their goods from afar,' carry the unsearchable riches of Christ to the destitute parts of the earth. Then, instead of causing the name of Christ to be blasphemed among the Gentiles by their unholy conduct, our mariners, by their piety and virtue, would recommend the Religion of the Bible to every land which they would visit; and then might we reasonably expect that Christ would soon receive 'the Heathen for his inheritance, and the uttermost parts of the earth for his possession;' and that the continents of the earth would embrace his truth, and the islands of the sea would receive his law."

SEAMEN'S RETREAT.

To the Editor of the New York American:

In a recent paper you had the courtesy, in your description of a visit to the Seamen's Retreat, to allude to my name in connection with the foundation of that hospital. Whatever shafts malignity may have directed upon me, I believe no one has ever had the hardihood to attempt to rob me of the honor of having efficiently contributed to the foundation of that asylum for the brave and neglected, not to say oppressed, tars of our country. A writer in the Evening Post, however, on Saturday, (corrected in the paper of the following Monday,) seemed disposed to doubt the correctness of your assertion. This justifies me in appearing before the public in vindication of what I deem belongs to me. I have observed a studious silence of four years, ever since my connection with the Retreat terminated in 1833. Those who were the authors of the persecution which led to my separation from the institution, have also, probably, from a sense of remorse for an act of deep injustice done me, been likewise scrupulously, or rather

prudently, taciturn on the subject. It is not always pleasant, after the excitement of a hostile encounter has passed away, to recur to reminiscences which may expose to public light and odium those who shelter themselves under the screen of their official authority, to commit acts which, in their cooler reason, causes the blush to mantle on their cheeks. If ever there was an individual, sir, in this free community, violently and basely persecuted by persons exercising the functions of official stations, to which they had been mainly elevated through my agency, that individual is he who subscribes his name to this document. Thank God, we live in a country in which, sooner or later, justice must overtake the wicked, and exact the retribution which they merit from the hands of those against whom they have done a wrong. In the heat of party conflicts, the innocent and the guilty may be momentarily confounded; but when the smoke of the battle is cleared up, the true position of the contending forces is examined with an eye of impartiality. He whose too confiding belief in the honesty of those to whose intrigues and selfish motives he has been the miserable victim, has then a chance of having justice meted out to him, and reparation exacted from those by whom he has been betrayed. This, sir, is my case. Those who admire the massive stone pile of the *Seamen's Retreat*, its beautiful position in the bay, and the comfort which its pure air and accommodations afford to the tempest-tossed mariner, naturally inquire who was or were the founder or founders of that noble asylum? Is it possible that it has sprung up of spontaneous growth, by God's own providence, or were there human hands and benevolent hearts, unactuated by sinister feelings, that were instrumental in its origin? Were those who now administer its government always the warm patrons and prompters of the establishment? or has it, like too many similar institutions in every part of the world, passed into the possession of those who were its bitter enemies, and who now, when it has acquired perfect maturity, wish to appropriate to themselves the honor of being identified with its history, and to defraud of the fruits of their disinterested exertions, those who brought it into existence, in spite of the deadly hostility waged against it. Such is the fact in regard to the *Seamen's Retreat*. Dr. Westervelt, who it appears, is now the principal medical head of the establishment, was, while Health Officer in 1831, when the legislative act passed to found this asylum, its most uncompromising and avowed enemy. He went to Albany, and there used all the influence his office, party services, and connexion with the family of the illustrious *Tompkins*, gave him to defeat it. I refer for proof of this to his particular friend, Captain *James Morgan*, whose letters to me at the time furnish ample data on this point. I refer, also, to nearly all the masters of vessels in this port, who, at that time, took such a warm and efficient interest in the passage of the law.

I will proceed, in as few words as possible, to trace out the history of this institution.

It had been long known and felt by the masters of vessels and seamen of this port, that the *dollar tax* imposed upon them, as well as upon passengers, for the support of the Quarantine, was an oppressive and unjust burden. That, by this tax, near one million of dollars of the hard earnings of the sailors had been profligately squandered at the Quarantine ground, in the erection of costly edifices, the purchase and extravagant improvements of extensive grounds, the building of piers, abutments, bulk heads, &c. &c., the organization of a retinue of subordinate officers, pensioners and sinecures, boatmen, nurses, mechanics, masons, bakers, butchers, &c., which were much more fitting for some regal or princely domain, than for a charitable or benevolent institution. It was evident that this entire establishment had been, in a great measure, perverted into a vast medico-political engine or sinecure, for whatever party happened to

be in power; and that the health officer, under the party leaders, instead of being a medical adviser, and protector and guardian of the suffering sick, and in place of being selected for his distinguished professional capacity, was generally no more nor less than some party hack, or great man's favorite, placed there to dispense, for the behoof of his political employers, the fruits of the labor of the sick sailors and passengers for whose relief the establishment was designed. It was also seen, to add insult to oppression, no sailor (the class to whom we shall confine ourselves) could ever be admitted within its walls, except during the *three or four months* of the hot season, and then only if he had bilious, malignant, yellow, or pestilential fever. Yet, while the scene of riot and revelry was rife within these lordly palaces during *eight months*, not even in our rigorous winters, when the sailor was wandering on shore in the streets of the city, without employment, in the depths of snows, exposed to the inclemency of the weather, and to all the violent inflammatory, pulmonic, rheumatic, and other affections prevalent at that season, could shelter be obtained within those same splendid mansions at Quarantine, built out of his own money. Thus, there was no resting place on shore for him whose march and only home was in truth on the mountain wave! The oppression had become too flagrant, too onerous, to be borne any longer. Besides, it was properly argued, that the tax being levied on the tide-waters of the Union, was unconstitutional, and incompatible with the rights claimed and admitted by the General Government, as in the Fulton steamboat case. To the alternative, therefore, of resisting the payment of his tax, the sailors and masters of vessels determined to resort, if there were no other means of obtaining redress.

At their solicitation, redress was attempted by Mr. Dikeman, a member of the Assembly from this city, as early as in the Legislature of 1829-'30. The attempt failed. But in 1830, Captain *Elisha Packard*, one of those gallant, modest tars, who has been, like others, thrust in the background by the very officious personages who now pretended to be the godfathers and exclusive patrons of the Retreat, resolved to take efficient steps to obtain relief, and thereupon, with the assistance of those he drew around him by his noble enthusiasm, completely organized a *Sailor Party* in this city, with a view to elect to the Assembly a master of a vessel who should exclusively represent the object sought, and be the seamen's delegate. I was at that time a member of the Common Council, (then one body—being the last under the old charter,) being Assistant Alderman for the 6th Ward. In May, 1830, I went, for a severe pulmonary attack and bleeding of the lungs, to the Havana. I accidentally took passage in a brig commanded by Capt. *James Morgan*. On the passage out, he, as one of the most active promoters of the plan in agitation, frequently and earnestly discussed the matter with me, and having often had occasion to be on the ocean, and to know the character of the sailor, I took, maugre my extreme ill-health, a deep interest in their fate, and pledged myself, should I ever return to New York, to bring the whole matter before the Common Council, and solicit their co-operation. In November of 1830 I did return, via Matanzas and Charleston, and found to my gratification that Capt. Morgan had been, by an immense majority, brought up to the polls by Capt. Packard in boats, with drums beating and colors flying, chosen the sailor delegate to the Assembly. We immediately had several interviews, when it was agreed that the remonstrance and memorial now drawn up by the sailors and masters, praying the legislature to appropriate the dollar tax to their special benefit, by the establishment of a hospital exclusively and at all times devoted to their use, should by me be laid before the Common Council, asking that body, as the representative of this great commercial metropolis, to use their influence to obtain the act contemplated from the legislature. I

did so, and was appointed by his Honor, Walter Bowne, then Mayor of the city, chairman of a committee to report on the subject. The other members of the committee were Alderman Wm. Seaman, (since dead,) and Assistant Alderman Bryson. At my suggestion, the sailors and masters appointed a committee of five to confer with us. They were Captains *Henry W. Bool*, *Alexander Thompson*, *David Leslie*, (since dead,) *Henry Russell*, and *Asa Welden*. We met several times. I prepared an extended report, founded on statistical and arithmetical details, procured from MSS. in my possession, and from the Custom House, exhibiting the whole history of the profligate waste of the sailors' money from 1797 to 1830. That report was unanimously adopted, and by me laid before the Common Council, and, as usual with such documents, was ordered to be printed.

It was an astounding document. No one had ever dreamed of the secret wealth extorted from a suffering class of citizens, and literally sunk and squandered at the Quarantine ground, forever lost to the object for which it had been designed. The facts presented were undeniable, and sustained in every particular by dates, figures, documents, &c., all duly authenticated. I beg leave to refer to the archives of the Common Council, and to the newspapers of that time, and to their comments. Meanwhile, Capt. Morgan was busily at work at Albany, before the Legislature, and he was ably assisted by *John C. Spencer*, Esq., and many others of the then opposition. A full and accurate detail of the whole matter had also been privately sent on by me to Mr. *Spencer*, and my printed report to the Common Council was, by Capt. Morgan, laid on the tables of the members. I will not speak of the influence it had, nor of the secret machinery with which Capt. Morgan had to contend. They will be spread before the public if necessary. It is sufficient to add that there was not one in the Assembly, of either party, however badly disposed, bold enough to take ground against the sailors, and the *Bill for establishing the Seamen's Retreat*, drawn up by me at Capt. Morgan's written request, was, with some slight emendations made by him, passed unanimously by the Assembly. Now, however, came the grand difficulty. The individual who had made himself, in his official robes, so offensively conspicuous in his endeavors to defeat the bill, presumed, as a matter of course, that with the grave and reverend seniors of the aristocratic Senate chamber, his efforts would not prove impotent. He accordingly went to work, and left unused no means in his power to operate on the minds, or rather on the party feelings, of the members of that body. The Hon. *George B. Throop*, brother to the then Governor, a particular friend of Dr. *Westervelt*, and a warm partisan, was charged with the matter in the Senate. Capt. Morgan now began to lose all hope. He urged me, in repeated letters, to come up to Albany, or all would be lost.

He was condescending enough to say, that *I was the only person who could carry it through the Senate*. I went to Albany—had constant and frequent communications with Gov. *Throop*, and Messrs. *Alpheus Sherman*, *Wm. H. Maynard*, (since dead,) *J. McLean*, and other Senators; and, after great exertions, was happy to find that there was virtue enough in that honorable body to resist the mass of corruption brought to bear upon them. They resolved to carry the bill through. After a week thus spent in Albany, I returned in haste to this city, and, by earnest importunities, succeeded in bringing up my report, with the printed resolutions appended to it, recommending the co-operation of the Council. After the report was read, followed by a speech of some length, which was printed, the whole was unanimously adopted, and resolutions passed, directing it to be immediately transmitted, officially, by the Mayor, to the Governor and Legislature. This, I am inclined to believe, was the clincher which established the *Seamen's Retreat*.

You have here a plain unvarnished account of the origin of this institution. I will not now speak of my appointment as the first Physician there, of the purchase of the land, and the erection of buildings for the hospital, nor of the manner in which it was administered while solely under my personal direction. It is sufficient, at present, to say, that the same evil spirit which had been so industriously at work to crush it, still cherished its malign influence, and never tired.

When, by constant and indefatigable exertions, the Institution had surmounted every obstacle, and become a favorite resort of the sailors, and acquired, I may be permitted to say, a high medical rank by its prosperity and discipline under my direction, at this moment, the Trustees, chiefly the masters of vessels, from an intrigue which was at first frustrated by me, took it into their heads, contrary to the intent and meaning of the law, to appoint a *Superintendent* as my overseer; in fact, a legitimately authorized spy on my conduct; leaving the Hospital to my entire control, and by an absurd and contradictory regulation on the very face it, making the said *Superintendent*, while within the walls of the Hospital, my *steward* and subordinate. Capt. Henry Russell, who, as the chief executive Trustee, and my daily official correspondent during the whole time I had had the exclusive direction of the establishment, was, with my approbation, (as the Trustees politely consulted me as to whom I would prefer,) designated for this office. Captain Russell no sooner planted his foot on the grounds of the Retreat as *Superintendent*, than his head seemed to be bewildered with the magnitude of his "great office." He forgot the amicable feelings that had, up to that moment, existed between us, and which had led to his appointment, and began immediately to put into practice a series of vexatious and tyrannical measures, which I shall not at present enter into the details of, and at which I revolted with that feeling of indignation and resentment which every person trampled upon should. Capt. Russell, too, began to court what he considered a higher influence, and one of a complexion of party politics which he thought promised him brighter hopes than my counsel and friendship. The unpleasant collisions which ensued, now ripened into maturity by the zeal with which they were fomented by those who wished to pervert this institution into another political sinecure and sore on the body politic, like the Quarantine, its neighbor. The sailors, to a man, stood by me, as their unflinching friend, and, in a written communication to the Board, denounced Capt. Russell for his despotic interference with me, and his malpractices to them. It resulted in this, that a political party in the Board favored him, and was about equally balanced by my friends. The person or persons who had secretly encouraged these dissensions, under the hypocritical mask of friendship both to Capt. Russell and myself, now exulted in their demoniac triumph, and in the gratification of their ancient hatred to an establishment which had cut off such a large slice from the sinking fund, for party purposes, that had before come into the coffers of the Quarantine, I was the victim selected to be sacrificed. When the plot was wholly concocted, both Capt. Russell and myself, at the termination of a certain period illegally designated for the election of officers to the establishment, were cavalierly left off, *without being permitted, after being summoned*, to be heard in our defence! Dr. Hathaway, my assistant, as he was acquainted with my routine of practice, was, for that avowed reason, and at my recommendation, substituted in my place; in the place of the individual on whose persecuted head, and while reduced to the last stage of sickness by these events, they had bestowed this compliment, mingled with the dregs of persecution.

What has transpired since, will be made known in due time. I will only add here, in proof of the posi-

tion which I assume against the illegal and preposterous regulation of the Trustees to have a *superintendent and physician*,—in other words, *two masters or heads to one ship*,—that it has been fully borne out by the violent disputes that soon ensued between my successor and the individual appointed *Superintendent* in place of Capt. Russell. To such an extent did these altercations proceed, that, as I am informed, and believe, a fight took place between the parties within the wards of the hospital! They also were soon walked out of the institution. The result of this history is this: that Dr. Westervelt, the original bitter enemy of the Retreat, has finally succeeded, since he is no longer Health officer, in inducing the Trustees to give him the *medical direction* of the Retreat, to visit the same from his residence, and to consign the care of the sailors to an assistant residing in the hospital, while the *Superintendent* is the presiding Governor—surrounded by his beautiful gardens and pleasure grounds, and enjoying the perquisites and luxuries of this useless and expensive sinecure.

However brilliant and imposing the new stone edifice, its internal arrangements, and the beauty of the grounds, may be, there is, I fear, a canker at the heart of the institution which will corrode and consume it, and prove the predictions correct, that, like too many similar institutions, it will become a *Retreat* for a pestiferous blood-sucking crew of vampire placemen and office-holders, rather than a safe and valuable asylum, as it should be, and was intended to be, for the invalid sailors, by whose toils and dangers on the ocean, and in the midst of storms and tempests, the money by which this structure has been founded was accumulated.

P. S. TOWNSEND, M. D.

NEW YORK, July 21.

A SHORT CRUISE FOR THE PENNSYLVANIA.—The ship *Pennsylvania* is launched, and we hope she will not be suffered to remain inactive, rotting at our dock yards. This ship, if she is so fine a specimen of naval architecture as has been represented, and we have no reason to doubt it, should be sent abroad. She should visit many ports in countries where our merchants are in the habit of trading; and the sight of her tremendous battery would be more effectual in causing the "stars and stripes" to be respected, and to secure to our American citizens honorable and courteous treatment, than could be effected by the most able and elaborate diplomatic correspondence.

We hope that a year will not elapse before this noble ship, completely equipped and manned, will leave the American shores, under the command of a gallant officer, whether Stewart or Biddle (both Pennsylvanians) we do not care, or of a brave and worthy son of Massachusetts, whom we could name, and wend her way through the world of waters to Britain's fast-anchored Isle. Let her visit Portsmouth, and anchor a day or two in the Downs. Let her show herself in the North Sea and Cattegat; and stop at Gottenburg, to exchange salutes with the Swedes, and afterwards at Elsinore, reciprocate civilities with the Danish Cronberg Castle. We should also be much pleased to have her visit Cronstadt, the famous sea-port of the Czar Nicholas; and we doubt not that the Russian despot would give her a hearty welcome to the waters that wash the shores of his empire; but her draught of water is so great that she would not be able to pass "the grounds" at Copenhagen, without a vast deal of trouble.

On her return, she might look in at Cherbourg, in France, and passing through the channel, make her compliments to the *Monsieurs* at Brest; and on her way to the Mediterranean, show the Portuguese at Lisbon, and the Spaniards of Cadiz, that Brother Jonathan, as well as John Bull, has no contemptible notion of ship-building. She might afterwards touch at Gibraltar, Barcelona, Port Mahon, Malta, Sicily,

Naples, Alexandria; and returning, call at some of the ports of the Barbary powers; then let her proceed to the East Indies, not forgetting to tarry a day or two at the Cape of Good Hope. Let her astonish the civilized inhabitants, and uncivilized natives, of the islands in those regions; and keep in motion until she reaches the great seaport of the "Celestial Empire," and enable the Chinese to contrast the beauty, strength, and magnitude of the American "barbarians," with the ill-constructed, uncouth-looking, inefficient war junks, which constitute the marine force of this remarkable nation. Let her visit Manilla, and afterwards proceed to the western coast of the American continent, stop at Callao, appear off Valparaiso, and double Cape Horn on her return to America; let her show herself off Monte Video, rest a few days in the harbor of Rio Janeiro, heave to for a few hours in the outer roads of Pernambuco; and then, hey! for Boston!

Who will deny that a cruise similar in its general outline to the above, would not be of greater service to our navy, and the commerce of our country, than to suffer a specimen of ship-building, of which we have great reason to be proud, to lie a useless hulk at the quay?

SELECTED POETRY.

"THE LAUREL! *A Gift for all Seasons. Being a collection of Poems by American Authors. Baltimore: By Bayly and Burns, 1837.*"

A neat little volume with the above title has been laid on our table by the Publishers. The compilation, though not a recent one, has been made with care and judgment, and presents some of the choicest selections from American poetry.—*Baltimore Athenæum.*

THE DEAD MARINER.

BY GEORGE D. PRENTICE.

Sleep on—sleep on—above thy corse
The winds their sabbath keep,—
The wave is round thee—and thy breast
Heaves with the heaving deep.
O'er thee, mild eve her beauty flings,
And there the white gull lifts her wings;
And the blue halcyon loves to lave
Her plumage in the holy wave.

Sleep on—no willow o'er thee bends
With melancholy air,
No violet springs, nor dewy rose
Its soul of love lays bare;
But there the sea-flower bright and young
Is sweetly o'er thy slumbers flung;
And, like a weeping mourner fair,
The pale flag hangs its tresses there.

Sleep on—sleep on—the glittering depths
Of ocean's coral waves
Are thy bright urn—thy requiem,
The music of its waves;—
The purple gems forever burn,
In fadeless beauty round thy urn;
And, pure and deep as infant love,
The blue sea rolls its waves above.

Sleep on—sleep on—the fearful wrath
Of mingling cloud and deep,
May leave its wild and stormy track
Above thy place of sleep.
But when the wave has sunk to rest,
As now 'twill murmur o'er thy breast;
And the bright victims of the sea
Perchance will make their home with thee.

Sleep on—thy corse is far away,
But love bewails thee yet,—
For thee the heart-rung sigh is breathed,
And lovely eyes are wet:—
And she, thy young and beauteous bride,
Her thoughts are hovering by thy side;
As oft she turns to view with tears
The Eden of departed years.

L. of C.

WASHINGTON CITY;
THURSDAY, AUGUST 10, 1837.

The word "official" having been inadvertently omitted in the last Army orders published, we think it but proper to insert again the order from Head Quarters, giving an official character to all orders, etc., published in this paper.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 25. } Washington, April 27, 1837.

All orders, notifications, and statements, published in the Army and Navy Chronicle, under the head of "OFFICIAL," will be considered by the Army, and others concerned, as official and respected accordingly.

BY ORDER OF ALEXANDER MACOMB,
MAJOR GENERAL COMMANDING IN CHIEF:
ROGER JONES, *Adj't. Gen.*

RECRUITING FOR THE ARMY.—We are happy to be able to state that this service is now in a flourishing condition, and that the prospect of filling the ranks of the army is very great, and more flattering now than for many years past. We understand that a plan, suggested by Capt. E. A. Hitchcock, of the 1st Infantry, was adopted by Mr. Secretary POINSETT, and it is to this that the success, in a great measure ought to be attributed.

The Head Quarters of the 2d regiment of artillery will be temporarily changed from Athens, Tenn., to New London, Conn., the command of the regiment having been assigned to Lieut. Col. Crane during the absence of Col. Lindsay in the Cherokee country. Lieut. John Mackay has been appointed Adjutant of the regiment, *vice* Green promoted.

The Head Quarters of the 3d regiment of artillery are, for the present, at Upperville, Va., Gen. Armistead being on a short visit to his native state.

A Naval General Court Martial was in session, at the last dates, on board the U. S. frigate Constellation, in the harbor of Pensacola.

The project of establishing a navy yard at Charleston, S. C., is again agitated in the papers of that city.

A TOUGH PIECE OF ORDNANCE.—It is known to our readers that a Board of Naval officers was organized some time since, in pursuance of a resolution of Congress, to test the efficiency of the medium guns used for the navy. This Board has commenced a series of experiments at Old Point Comfort, which have been continued from time to time. Among the guns tested, was a twenty-four pounder, cast at the Bellona foundry, owned by Major John Clark, from Virginia ore. It was fired, under the direction of Lieut. E. Byrne, one thousand times, with the proof load (five pounds) of Du Pont's powder; two hundred of these discharges were double shotted and wadded. The charge was then increased half a pound at every discharge, with two shot and two wads, until the 12th round, when the charge of powder being then doubled, with two shot and two wads as before, the cannon burst. Whole number of discharges 1012, of which 212 were double shotted and wadded. The cannon

was broken asunder near the middle, the muzzle part being whole, and the breech part split lengthwise and separated into four pieces. That there was not a greater subdivision of fragments, is another proof of the extraordinary tenacity of the iron. The vent had become considerably enlarged, or the gun would have burst sooner, although made of the very best materials.

ARRIVALS AT WASHINGTON.

Aug. 3—Asst. Sur. C. S. Tripler, Fuller's.
Lieut. R. M. McLane, 1 Drag. do
4—Lieut. J. W. McCrabb, 4 Infy. S. Humphreys'.
7—Lieut. Thomas Williams, 4 Arty. Fuller's.
Lieut. J. H. Bates, 4 Arty. do
Lieut. H. C. Pratt, 4 Arty. do
Lieut. C. F. Wooster, 4 Arty. Gadsby's.
Gen. W. K. Armistead, 3 Arty. Fuller's.
Lieut. H. Garner, do O. B. Brown's.

LETTERS ADVERTISED.

NORFOLK, Aug. 1, 1837.

NAVY.—Com. James Barron, Com. Isaac Chauncey, Capt. Wm. B. Shubrick, Capt. Ed. R. Shubrick, 2, Capt. Wm. Ramsay, Comd't of Marines, Capt. Alex'r. Claxton, Dr. William Whelan, Dr. Geo. Blacknall, Dr. Wm. Johnson, Dr. J. J. Abernethy, Lt. Hugh N. Page, Lieut. E. B. Boutwell, 2; Lieut. Aug's. Case, Geo. May, Robt. E. Johnson, 2; D. R. Crawford, Richard Bache, Charles Richardson, James M. Lockhart.

PASSENGERS.

MOBILE, July 18, per brig Warsaw, from Tampa Bay, Major D. Fraser, of the army, and lady; Dr. Baldwin, of the army.

CHARLESTON, July 30, per steamer Boston, for Wilmington, Gen. W. K. Armistead and Lieut. H. Garner, of the Army.

COMMUNICATION.

THE GRAVE OF MELLON.

On the south shore of Lake Monroe, in Florida, on the very ground where the battle of the 8th of February was fought against the Seminoles, may be seen a little rectangular colonade of palmetto pickets, enclosing the hallowed spot where are deposited the mortal remains of Captain MELLON. Over his grave is placed a broad tablet, of that rare and peculiar stone which is to be found only in certain localities in Florida, and on it is chiselled the name and rank of the departed, with a notice of the manner and occasion of his death.

Though remote from the haunts of civilized man, that grave still bears the tokens of human skill and affection. Though the ground be not legitimately consecrated by religious ordinance, as the prescribed sanctuary of the dead, yet it is consecrated in heroic story as the field of martial triumph. Could a gallant soldier desire a better resting place?

MELLON received a rifle shot in his breast very early in the action, and before the shout was heard which proclaimed victory along our lines, he had breathed his last. Although attacked by six hundred ferocious savages, bent on an indiscriminate massacre, and persevering for three full hours in the hope of accomplishing their purpose, our troops, but little more than half their number, and all recruits, nobly breasted the showers of rifle balls poured in upon them, and so dealt with their assailants in turn, as would have done honor to veterans. In all the war, the Seminoles have never been more severely punished than at Lake Monroe. The only martyr on our post was Mellon; and the handsome stockade fort, now established there, is called by his name. V.

DOMESTIC INTELLIGENCE.

NOTICE TO MARINERS.

The situation of the *Light Ship at Five Fathom Bank*, off Delaware Bay, having (at the request of the Chamber of Commerce of Philadelphia) been recently examined by Capt. W. W. Polk, in the U. S. Revenue Cutter Rush, assisted by Messrs. John Stewart and Joseph S. Higbee, Delaware Pilots, in the U. S. Revenue Cutter Gallatin, under sanction of H. Whitely, Collector of Delaware, it was found out of place, and has been removed to its original situation, viz: In eight fathom water, Cape May light-house, bearing W. by N. 3-4 N. 16 miles distant, and Hereford Inlet bearing N. W. by N. The shoaled part of the Bank bears N. E. from the light-ship from 2½ to 3 miles.

DAVID MAFFET, *Master Warden*.

PHILADELPHIA, July 28, 1837.

SURVEY OF THE ALLEGHANY.—The corps of U. S. Engineers, under the direction of Major Hughes, have commenced the survey of the river. At present they are engaged in surveying the Alleghany above this point, to the mouth of the Potomac creek, eighteen miles distant. We entertain not the least doubt but that the improvement of the river is practicable up to the point where the surveys will commence. The corps consists of R. Coyle, C. N. Hagner, and A. H. Mandeville, Esqrs., Assistants, and Thomas Donaldson, and Wm. Webb, Sub-Assistants, with thirteen men. These gentlemen will occupy the most of the summer in this survey, and we are happy to perceive that they not only evince a deep interest in the improvement, but enter upon the discharge of their respective duties with the determination to make their examination in the most thorough manner. The boat which they will occupy is large and commodious, and will be their home while engaged in this work. Major Hughes expresses a strong interest in the improvement, and is fully aware of the great commercial importance of the Alleghany, if practicable for steam navigation. We are satisfied that no personal exertion on his part, or on that of his assistants, and no reasonable expense on the part of the Government, will be spared, to make a minute and accurate survey and estimates of the labor and expense for effecting the improvement. Major Hughes left this village in a skiff, on Tuesday last, accompanied by an experienced pilot, to make a careful personal examination of the bed of the river, in advance of the more minute survey; and it is understood that a Geological reconnoissance, (for which the Engineer is well qualified,) will be added to the instrumental survey, and that a Geological section or profile of the river may be appended to the map.—*Olean Advertiser*.

Our townsman, Capt. CHARLES DIMMOCK, late of the U. S. Army, has been appointed by the War Department U. S. civil engineer, for the location and construction of the military road, authorized by a late act of Congress, from the military posts on the Upper Mississippi to those on the Red river. He has set out for St. Louis, where he is to meet the Commissioners, appointed in pursuance of the act to decide upon the route.—*Fredericksburg (Va.) Arena*.

HUGE CABLES FOR THE BIG SHIP.—The Boston Atlas speaks of two cables, manufactured by the Boston Cordage Company, expressly for that vessel. They were each one hundred and twenty fathoms in length, and weighed eight tons apiece. Rising three hundred strands have been twisted together to form these enormous ropes.

The Paris correspondent of the New York Express states that Gen. CASS, in his voyage up the Mediterranean, stopped at Athens, and during his sojourn concluded a commercial treaty with Greece.

NAVY DEPARTMENT, *Aug. 4, 1837.*

The Board of Naval Surgeons, consisting of
Surgeon William P. C. Barton,

" Thomas Harris,
" Mordecai Morgan,
" Thomas J. Boyd, and
" Thomas Dillard,

convened at Philadelphia, on the 3d ultimo, for the examination of Assistant Surgeons for promotion, and of candidates for admission into the Navy as Assistant Surgeons, having closed said examination, have reported the following named Assistant Surgeons as passed, in the order in which their names are here mentioned, viz:

Passed Assistant Surgeon John A. Lockwood, to be placed next below Passed Assistant Surgeon Edward Gilchrist.

Passed Assistant Surgeons J. Frederick Sickles, Napoleon C. Barrabino, M. G. Delaney, and Hugh Morson, to be placed in the order in which they are here named.

The Board have further reported the following gentlemen as passed for admission into the Navy as Assistant Surgeons, to be placed in the order in which their names are below mentioned, viz:

- No. 1. S. Wilson Kellogg,
2. Joseph Beale,
3. William C. Coale,
4. Edward G. Rutter,
5. R. S. Harrison,
6. John T. Mason,
7. James Malcolm Smith,
8. Charles W. Tait,
9. Charles D. Maxwell.

*Extract of a letter to the Secretary of the Navy, from
Commodore Henry E. Ballard, dated*

U. S. SHIP NORTH CAROLINA, }
Off Valparaiso, May 13, 1837. }

I have the honor to report the arrival of the ship under my command off this port, in forty-nine days from Rio de Janeiro; ten days of which have been passed in a heavy gale of wind from the north, within one hundred and fifty miles from Valparaiso. We have experienced much severe weather during our cruise from the United States to this place; but I am happy to state that the officers and crew are in excellent health; that our average "sick list" has been smaller than I have ever known, and the ship in as good condition as the severe weather we have encountered would allow.

Deaths on board the U. S. ship North Carolina.

1. John West, seaman, who fell from the foreyard and was drowned, on the 19th of January.
2. George W. Newman, seaman, who fell from the foretopsail-yard on the 9th of March, in the harbor of Rio, and was instantly killed.
3. Gætano Leone, musician, an Italian, shipped at Rio, and died on the 7th of May, of a supposed ulceration of the intestines.

DOMESTIC MISCELLANY.

The editor of the Fredericksburg, Va., *Arena* having recently taken an excursion to Norfolk, has, on his return, favored his readers with an account of what passed under his observation, worthy of note. We select his description of the public works at Old Point and Norfolk.

OLD POINT.

This is a spot celebrated as a bathing place, but still more for its extensive fortifications. Fortress Monroe is an immense work, enclosing some sixty acres of land, and presenting a circle of wall more than a mile in extent. It is built of stone, all brought

from a distance; is laid out on the principles of modern science; and is said to be larger than any fortification in Europe, which does not enclose a town or city. It is surrounded by a wide and deep fosse, filled, at all times, with water. It will mount about 400 guns. In the area are officers' houses, long ranges of barracks, store houses, &c., and in one quarter extensive workshops, belonging to the Ordnance Department. The works are finished, we believe, except the parapet, but only a small number of cannon are mounted. In time of war, not less than eight thousand men will be required to garrison it. We saw no soldiers, the garrison being at present in Florida. About 500 recruits were collected there, and great exertions were used to bring them into a state of discipline as speedily as possible. They were rough materials, however, more than half foreigners, and we could scarcely credit the assurances of officers that, in three or four months, the erect port, measured tread, and martial bearing of the soldier, could be, by the most indefatigable drilling, induced upon such men. So long as voluntary enlistment is relied upon, and the demand for labor continues, our army can never be supplied with materials of a better description.

In digging the foundations of the fort, we learn that the remains of a brick fortification were discovered, entirely submerged by the sand. It was a regular work, according to the old system. The date of its erection was, it is presumed, long anterior to the revolution; possibly, in the early days of the colony. We are told, however, that no allusion to any such fort is found in our early histories, or in the public archives. Our antiquaries should look to this.

RIP RAPS.

The works on Old Point do not comprehend all the defences of Hampton Roads. On the opposite side of the channel, and at the distance of nineteen hundred yards, are the Rip Raps—an artificial island, created at an immense expense, upon which a work of the most formidable character is now in progress. The creation of this island was begun nearly twenty years ago, under the auspices of Mr. CALHOUN, then Secretary at War, whose name the work will bear. It will be recollected as the theme of party reproach of that day. The idea of making an island of such extent, in water of considerable depth, was a bold one, and has required the expenditure of many hundreds of thousands of dollars to realize it. It has been accomplished, however. Some years ago, the fortifications were commenced, but after the walls were raised to the height of five or six feet, they sunk to the water's edge, in consequence of the settling of the stone forming the island; or, possibly, of a slip of a portion of the foundation—the bottom being in one place, unfortunately, an inclined plane. The building was then suspended, and for a long time they have been depositing stone upon the island, to subject it to as great a pressure as it will be called to bear. In this way, upwards of sixty thousand tons of dressed granite—more than enough to erect the fortress—have been collected, and, it being ascertained that the subsidence has ceased, the building of the fort has been resumed, under the direction of Capt. ELIASON, of the Engineers, who has between two and three hundred men employed on the island, which presents a singular scene of activity and bustle. The work will be very extensive; technically speaking, it will be a *casemated lunette*—two long parallelograms, joined to an obtuse angle, with the corners rounded. It will present four tiers of guns, and is intended to mount about 300 pieces of the heaviest kind.

These two works will most effectually protect Hampton Roads. It is calculated that 400 guns can be made to bear upon a fleet attempting to pass. With a good wind, it would be exposed to the fire of all these at least twenty minutes, within point blank distance;

an ordeal which, it is needless to say, no vessel could sustain. New theories are rife in these latter days, and among these, is that of the uselessness of fortifications. But we are not afraid that the progress of this heresy will prevent the completion and equipment of these magnificent works, which will give security to the James River, our largest Naval Depot, and the finest roadstead in the world.

We cannot say much for the attractions of Old Point as a bathing place. The accommodations are only tolerable. The absence of trees, and the glare of the sun upon the sand and the water, render the heat very oppressive, in spite of the sea breeze. We suspect that, independent of the attractions presented by the great public works upon the spot, there would be but few visitors.

EXPLORING EXPEDITION.

From its conception, this project has enlisted our sympathies. We were gratified to make our visit at a moment when, from the report of the Commissioners, appointed to examine the vessels being, on the whole, favorable to their adaptation to the service, and against any reduction of the force of the squadron, the prospects of the expedition had greatly brightened; and, indeed, scarcely a doubt existed, that it would be fitted out on the scale that the law of Congress contemplated.

The Macedonian, the flag ship of the squadron, is a new frigate of the second class, built to replace the one whose name she bears, captured from the British during the late war by *DECATUR*. She has the same guns on board which were on the old vessel at the time of her capture. She is strongly built, and is said to be, in all respects, a beautiful ship, though her appearance is somewhat marred by the poop cabin, erected in consequence of the space required for the accommodation of the Scientific Corps. The apartments on the gun deck, to be occupied by the *Savans*, are most comfortable, and are fitted up in a style of great neatness, as are, indeed, all parts of the ship; though there is less gaudy ornament than is frequently seen in our ships of war. We have not space nor time to give a minute account of the frigate, if, indeed, we could hope to render ourselves intelligible, when describing the "little warlike world within." Recent publications by non-combatants of our own navy, and the novels of Marryatt, Chamier, and Scott, (not the Scott,) have unfolded the arcana of naval life, and rendered the anatomy, if we may use the expression, of a vessel of war familiar to every body; notwithstanding which, an inspection of a man of war cannot but inspire a landsman with wonder and delight. It may be readily supposed that the Macedonian is built according to the most approved lights of modern science, and that she is fitted with every thing that can conduce to her efficiency, and the health and comfort of her officers and crew. Her officers are all young and gentlemanly, devoted to the profession, and, whether on gala occasions, or in the roughest vicissitudes of the service, will reflect credit upon their country. The crew is composed of first-rate materials, all Americans; perhaps a finer was never shipped on board a man-of-war.

The Macedonian, we have already said, is Com. JONES' flag ship. Her Captain is Commander ARMSTRONG, and her first Lieutenant, G. A. MAGRUDER; and we cannot mention the names of the two latter gentlemen, without an acknowledgment of their kind attentions and politeness.

The Relief, the second vessel in point of size belonging to the squadron, was built in Philadelphia as a store-ship, but not with reference to the Exploring Expedition. She was found to combine every requisite quality, and was attached to the squadron in this character. She is a beautiful specimen of naval architecture, but, from peculiar circumstances, cost an enormous sum of money, not less than ninety thousand dollars. Her accommodations for officers and

men are exceedingly snug, and she is fitted out in the most complete manner. Her crew will consist of about 80 men. She is commanded by Lieutenant THOMAS A. DORNIN, an officer of great professional and private worth, (and who, by the by, on his return, will become a resident of our town.) He has with him a fine set of passed midshipmen, who will do duty as acting Lieutenants.

The Pioneer and the Consort, together with the schooner Pilot, were built expressly for the expedition, and were thought to be not well adapted to the service. The two first were rigged originally as barques. The Commission, lately appointed to examine them, determined to convert them into brigs, hoping that this change, and some improvements ordered, will improve their sailing qualities. We saw them both in the dry dock. They seemed to be as strong as wood and iron could make them, but very much like an old fashioned demi-john in their model.

There was a confident expectation that the squadron would rendezvous in New York about the 1st of October, and, after receiving on board the scientific corps, the philosophical instruments, &c., will sail in a few days thereafter. Whensoever it does sail, it will carry with it the best wishes of the whole American People, and the friends of science throughout the civilized world. Our anticipations of the results of the expedition are high and enthusiastic. The enterprise will redound to the honor of the country, and to the fame of those engaged in it.

THE NAVY YARD.

The Navy Yard, at Gosport, is one of those establishments, in the contemplation of which we realize the power of the country, and feel proud of being Americans. The value of public property, concentrated within its limits—ships, afloat and on the stocks, timber, buildings, ordnance, stores, &c.—amounts to many millions of dollars. It presents a scene, too, of active industry, for which we were not prepared. Though there is no special cause for any extra energy, the number of hands employed, exclusive of seamen on board the receiving-ship, exceeds 1200. The yard is undergoing extensive improvements, which, when completed, will assimilate it to the great naval depots of England and France. Its position and facility of access at all times, by ships of the greatest draught, together with other considerations, point it out as the great Naval Depot of the United States. On so extensive a line of coast, conveniences for the refitting of vessels must appear here and there; and the unfortunate policy of equalizing the distribution of public expenditure, will induce Government to waste money on some yards, which might well be dispensed with; but Norfolk must become the principal naval establishment, sectional preferences for other ports, the pride of opinion, or political interests, to the contrary notwithstanding.

The great curiosity of the Navy Yard, is the dry dock. This stupendous work was begun in 1827, and was finished about two years since, at a cost of nearly a million of dollars. It is built of cut granite, and will endure for ages. The tide rises but a few feet; the dock is exhausted of water by a steam engine of great power, and novel construction, the invention of Col. Baldwin, U. S. Civil Engineer, the gentleman under whose direction the dock was built. The pumps and engines are in a house at some distance from the dock.

There are at the yard, ready for sea, the ship of the line Delaware, and the new and beautiful frigate Columbia. The latter has her stores on board, and might go to sea in a month, there being an abundance of men on board the receiving-ship. But, from some cause or other, both vessels are suffered to lie idle, though most of the foreign stations are in want of relief or reinforcement. There are also there the frigates Guerriere, Brandywine, Potomac, and Java—the latter, though not seaworthy, being the flag and

receiving-ship of the station—and three or four sloops of war undergoing repairs. The sloop Falmouth, Capt. McKeever, bound for the Pacific, was at anchor off Town point. A ship of the line, and a frigate of the first class, are on the stocks, and in good preservation. The great want of the yard is good water. We understand an individual has offered to bring an abundant supply, from the Dismal Swamp Canal, for the sum of \$25,000. We hope Congress will make an appropriation for the object, as it is one of great importance.

NAVAL HOSPITAL.

The Naval Hospital, on the site of old Fort Nelson, is worth a visit. It is, indeed, a magnificent palace, with a portico, the fac simile of the Parthenon. It affords accommodations for several hundred patients, and is adapted to the prospective wants of the navy. Every thing about it is kept in a style of remarkable neatness, which, together with all the arrangements, reflects credit on the accomplished Surgeon, Dr. Williamson, who is in charge of the establishment. It is worthy of being a national institution, and yet the nation was at no expense in its erection, it having been built of a fund raised by a deduction of twenty cents per month from the pay of every officer and seaman in the service.

From the Williamsburgh Gazette.

BATTLE OF GROTON HEIGHTS.

In one of the Brooklyn ferry-boats, during the last winter, an old man, bent down by age and infirmities, was almost daily seen with a small paper which he occasionally handed to some of the passengers, representing, that at the battle of Fort Griswold, on Groton Heights, he had lost a leg and received thirteen bayonet wounds, and soliciting a trifle from the benevolent to cheer the evening of his days. We intended to obtain a few particulars from this man relative to the dreadful tragedy in which he acted a part, but had no opportunity before he left this part of the country. Having lately found a New London Gazette, of September, 1834, which contains an account of the celebration of the anniversary of the event by the Groton Monument Association, and believing the particulars will be interesting to the reader, we publish the account in our columns.

A respectable number of persons having convened on Groton Bank, a procession was arranged and advanced in silent march to Fort Griswold. A half-circle was then formed on the battle-ground, and a short, but eloquent, address delivered by the Rev. Mr. Copp, the officiating clergyman of Groton Bank. After forcibly adverting to the tragic events which had been perpetrated by a ruthless foe on that spot, and the reminiscences connected with the day, he urged with great pathos and eloquence the propriety, nay, duty, of meeting annually in that place, and keeping in green and lively remembrance the virtues and patriotism of those worthies who there shed their blood in defence of their altars and firesides; to cherish, with reverence and honor, a recollection of the sacrifice there by them made, and the price then paid for the great blessings now enjoyed by their descendants, neighbors, and country at large; and pressed the still stronger obligation on the present and future generations, to honor those who died for their country, and left a rich legacy to their posterity, sealed with their blood. His remarks in allusion to the horrible scene exhibited on the day of battle, on the spot where they then were, was graphic and affecting, and excited strong emotions in the bosoms of all present, particularly those who were descendants of the patriotic victims. A glow of pride and grief marked the countenances of a few of the survivors of that bloody day, whose trembling limbs now bore them in peace and solemn contemplation to the spot where in youth they had met the deadly foe, and witnessed the slaughter of their brethren.

The hallowed ground on which the listener stood,
Seemed moistened with the patriot's gushing blood;
Now on the battle-ground the victims lay,
Their spirits mounting to the realms of day—
The ear could almost hear the thrilling cry,
Wife, children, friends, for you I freely die!

After the address, the following account of the battle at Fort Griswold, and burning of the town of New London, on the 6th of September, 1781, was read. It will be recollected that the number of men who defended the Fort did not exceed two hundred, most of them inhabitants of Groton and New London, who, on the approach of the enemy, left their employments in the field, and hastened to the defence of the fort.

From the New London Gazette, Sept. 10, 1781.

"We had prepared our paper thus far for publication, when, at about day-break on Tuesday morning last, twenty-four sail of the enemy's shipping appeared to the westward of this harbor, which by many were supposed to be a plundering party, after stock; alarm guns were immediately fired, but the discharge of cannon in the harbor has become so frequent of late that they answered little or no purpose. The defenceless state of the fortifications, and of the town, are obvious to our readers; a few of the inhabitants who were equipped advanced towards the place where the enemy were thought likely to make their landing, and manœuvred on the heights adjacent, until the enemy, at about nine o'clock, landed in two divisions of 800 men each, one of them at Brown's farm, near the light-house, the other at Groton point; the division that landed near the light-house, marched up the road, keeping out large flanking parties, who were attacked in different places on their march by the inhabitants who had spirit and resolution to oppose their progress; the main body of the enemy proceeded to the town and set fire to the stores on the beach, and immediately after to the dwelling-houses lying on the mill cove; the scattered fire of our little parties, unsupported by our neighbors more distant, galled them so that they soon began to retire; setting fire to stores and dwelling-houses promiscuously in their way; the fire from the stores communicated to the shipping that lay at the wharves, and a number were burnt; others swung to single masts and remained unhurt. At four o'clock they began to quit the town with great precipitation, and were pursued by our brave citizens with the spirit and ardour of veterans, and drove on board their boats. Five of the enemy were killed and about twenty wounded; among the latter, a Hessian captain, who is a prisoner, as are seven others. We lost four killed and ten or twelve wounded, none mortal.

"The most valuable part of the town is reduced to ashes, and all the stores. Fort Trumbull, not being tenable on the land side, was evacuated as the enemy advanced, and the few men in it crossed the river to Fort Griswold, on Groton Hill, which was soon after invested by the division that landed at the point; the fort having in it only about 120 men, chiefly militia, hastily collected, defended it with the greatest resolution and bravery, and once repulsed the enemy; but the fort being out of repair, could not be defended by such a handful of men, though brave and determined, against so superior a number; they did all that men of spirit and bravery in such a situation could do; but after having a number of their party killed and wounded, they found that further resistance would be in vain, and resigned the fort. Immediately on their surrender, the valiant Col. Ledyard, whose fate in a particular manner is much lamented, and 70 other officers and men, were murdered, most of whom were heads of families. The enemy lost a Major Montgomery and 41 officers and men in the attack, who were found buried near the fort; their wounded were carried off. Soon after the enemy got possession of the fort, they set fire to and burnt a number of dwelling-houses and stores on Groton Bank, and embarked about sunset, taking with them sundry of the inhabitants of New London and Groton.

"A Colonel Ayres, who commanded the division at Groton, was wounded, and it is said died on board the fleet the night they embarked.

"About 15 sail of vessels, with effects of the inhabitants, retreated up the river on the approach of the enemy, and were saved, and four others remained in the harbor unhurt. The troops were commanded by that infamous traitor to his country, *Benedict Arnold*, who headed the division that marched to this town. By this calamity it is judged that more than one hundred families are deprived of their habitations, and most of them of their ALL.

"This neighborhood feels sensibly the loss of many deserving citizens, and, though deceased, cannot but be highly indebted to them for their spirit and bravery in their exertions and manly opposition to the merciless enemies of our country to their last moments."

"SEPTEMBER 21.

"Since our last, 7 or 8 dead bodies of officers and soldiers have drifted ashore on the Great neck, and three others on Groton shore, which were thrown out of Arnold's burning fleet.

"Our advices from New York are that the enemy lost 220 men, killed and dead of their wounds, in their attack on Groton Fort and this place, besides about 70 deserters.

"The following is the most accurate list we have been able to collect of the names of those brave and worthy citizens, who were murdered at Fort Griswold, Sept. 6, 1781, including those who have since died of their wounds. The whole number of killed, and those since dead of their wounds, is said to be 82; should we be able to collect the names of the others, they shall be published."

[Here follow the names of 80 persons killed, most of whom were put to the sword after the enemy had gained possession of the fort. About 60 of this number belonged to Groton, among whom was Col. William Ledyard. This gallant officer, when the British commander entered the fort, and inquired who commanded, replied, "I did, sir, but you do now!" and presented his sword, which the inhuman Briton seized, and with it killed him on the spot. The Americans being now convinced that no quarter was to be expected, immediately resumed the defence, and, although their ammunition had been expended before the enemy entered the gates, they defended themselves with the greatest resolution and bravery with such arms as they could find, many of them using the butts of their muskets, until all, with the exception of four or five who escaped into the magazine of the fort, were either killed or wounded. Among the killed, who belonged to Groton, were eight persons of the name of Avery, (supposed to be a father and his seven sons,) and six of the name of Perkins. Captain Peter Richards, of New London, and four persons belonging to Long Island, Capt. Ellis, Henry Halsey, Lathan, and Freeman, were also among the number killed.]

"The number of the enemy found buried in Groton amounted to 61. Their whole loss in the expedition, from accounts afterwards received, in killed, wounded, and prisoners, is believed to be about 400 men."

After reading the foregoing account, appropriate hymns, arranged for the occasion, were sung, and a closing blessing pronounced, after which the procession was again formed in the fort, and descended in solemn silence down the Heights to the village.

We publish, from memory, the following inscription, which, it is said, may still be seen in a churchyard in New London:

"On the 6th day of Sept., 1781, four thousand English fell upon this town with fire and sword. Several hundred Americans defended the fort nearly the whole day; but, in the evening, about 4 o'clock, it was taken. The commander of the fort delivered up his sword to a

British officer, who immediately stabbed him, and all were put to the sword. A train of powder was then laid from the magazine to the beach for the purpose of blowing up the fort, which would have been done, but for one man, William Hotman, who lay wounded at a short distance. He said to one of his companions, who also lay deeply wounded near him—"Let us endeavor to crawl to that train of powder, and wet it with our blood, and thus save the fort and some of our friends who may be only wounded." This they both attempted to do, but he alone was able to reach the train. In the 30th year of his age, he died upon the powder, which he completely saturated with his blood.

"Here rests the body of WILLIAM HOTMAN."

From the Boston Daily Advertiser and Patriot.

ANECDOTE OF DANIEL SHAYS.

MR. HALE.--Having lately learned, from conversation with an elderly gentleman, an original anecdote of Daniel Shays, with which my informant seemed familiarly and personally acquainted, I have thought it worth preserving; the more so as it may perhaps serve, in some measure, to account for his subsequent career, as a promoter of disaffection, and a leader of rebellion. It perhaps not unfrequently happens, that a man who has disgraced himself by his own misconduct, and incurred the displeasure and contempt of his associates, will attempt to avenge himself, and soothe his own mortification and wounded pride, by becoming a misanthrope or a demagogue, and seek, by inflicting mischiefs on society, to obtain a miserable satisfaction for the supposed wrongs which he imagines society has done to him.

At the commencement of the American revolution Daniel Shays was residing at South Brookfield, having been employed there two or three years as a hired man, probably to work on a farm. At the commencement of hostilities at Lexington, the enthusiastic and patriotic ardor, which so extensively animated and pervaded the country, extended to this peaceful interior town, and forthwith, most of the young men embodied themselves into a military company, and offered their services, to the temporary Government at the time, for the defence of the country. Of this corps Shays was a member. So numerous, however, were the similar offers of service, at that time, that the Government did not then accept theirs, and the company held themselves in readiness to march at a moment's warning, whenever their services should be required. This, it will be recollected, was in the summer of 1775. After the organization of the forces under Washington, and after the evacuation of Boston by the British troops, which occurred in March, 1776, the principal seat of war was transferred to the neighborhood of New York, a large number of troops became necessary, and the offer of the volunteer company raised at Brookfield was accepted, and they went into active service. Shays was at that time sergeant in the company, I believe the orderly sergeant. The company remained in service, in the vicinity of New York, until the ensuing year. In the mean time, some of the commissioned officers having been promoted and transferred, Shays obtained a commission as Ensign in the company.

In 1777 Gen. Lafayette arrived from France, and among other supplies brought out by him, and well calculated to insure his welcome in the American army, was a box of swords. These were not remarkable for any extraordinary elegance of finish or richness of mountings; but they were probably much superior, in this respect, to those in common use among the subaltern officers of the army. After some consultation, Gen. Lafayette concluded to distribute them, as presents, amongst the commissioned officers of companies, and they were accordingly given to the Captains, Lieutenants, and Ensigns, of certain companies, of which that to which Shays was attached was one. He received a sword, as one of those officers. Soon

after, Shays, having already a sword which he thought would answer his purpose well enough, and finding that swords of this description were in great demand, and that he could get a good price for it, probably in hard money, concluded to sell his French sword, and put the proceeds in his pocket. The fact soon got wind among his brother officers, whose high sense of military pride was deeply wounded at what they considered as an act of extreme meanness and poorness of spirit. With one accord, they forthwith declined associating with him on terms of equality, and refused to regard him as one entitled to claim the character of an officer and a gentleman, and in effect sent him to Coventry. They even threatened, either for this act itself, as one grossly dishonorable, or for some other alleged misconduct, to bring him to a Court Martial. He at length found his situation so irksome and mortifying, that he determined to abandon the army, and throw up his commission in disgust. Thus ended the revolutionary services and military career of Daniel Shays, as an officer of the American army.

ARMY.

ORDERS.

The appointment of Lieut. R. M. McLane to the 1st Dragoons cancelled, and appointed to the 1st Artillery. *Special Order*, No. 53, Aug. 4, relieves Captain J. Brown, 6th Infantry, from operation of General Order, No. 51.

Special Order, No. 59, Aug. 7, directs Captain J. P. Taylor, 2d Artillery, to report to Gen. Jesup, in Florida, by the 1st October next.

Lieut. R. B. Screven, 4th Infantry, relieved from duty in the Indian Department, and ordered to join his company, via Baton Rouge.

NAVY.

VESSELS REPORTED.

Ship North Carolina, Commo. Ballard, at Valparaiso, May 14, 52 days from Rio Janeiro; sailed for Callao on the 17th.

Ship Erie, Commo. Renshaw, at Rio, June 30, waiting the arrival of the Fairfield, to return to the U. S.

DEATHS.

At Baton Rouge, Lou., of consumption, HARRIET, wife of Lieut. W. H. STOREY, of the army.

In Washington City, on the 2d inst., ARABELLA LOUISA, youngest daughter of Capt. LEVI TWIGGS, U. S. Marine Corps, aged eighteen months.

At the U. S. Arsenal, Mount Vernon, Ala., suddenly, on the 31st ult., Captain MARK W. BATMAN, of the 6th regiment U. S. Infantry.

At the Navy Yard, near Pensacola, on the 19th ult., SARAH MARY, daughter of Dr. WILLIAM W. VALK, U. S. Navy, aged 19 months and 5 days.

At Fort Gibson, on the 23th May, JEFFERSON F. DIDIER, formerly of Baltimore, O. S. of Company E, 1st Dragoons.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE, }
Washington, July 1, 1837. }

SEPARATE PROPOSALS will be received at this office until the second day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

At New Orleans.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
80 bushels of good clean dry Salt.

At the public landing, six miles from Fort Towson, mouth of the Chiemichi.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap

1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered in all the month of April, 1833, and to leave Natchitoches by 20th February, 1833.

At Fort Coffee, ten miles above Fort Smith, Arkansas.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

The whole to be delivered in all the month of May, 1833.

At St. Louis, Missouri.

600 barrels of Pork
1250 barrels of fresh superfine Flour
550 bushels of new white field Beans
8800 pounds of good hard Soap
4000 pounds of good hard tallow Candles
800 bushels of good clean dry Salt.

At Fort Crawford, Prairie du Chien, Mississippi river.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1833.

At Fort Snelling, St. Peters.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 15th June, 1833.

At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1833.

At Fort Howard, Green Bay.

240 barrels of Pork
500 barrels of fresh superfine Flour
220 bushels of new white field Beans
3500 pounds of good hard Soap
1600 pounds of good hard tallow Candles
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1833.

At Fort Brady, Saull de Ste. Marie.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1833.

At Hancock Barracks, Houlton, Maine.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
800 pounds of good hard tallow Candles
40 bushels of good clean dry Salt.

The whole to be delivered in December, 1837, and January and February, 1833.

At New York.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

At Baltimore.

120 barrels of Pork
240 barrels of fresh superfine Flour
110 bushels of new white field Beans
1760 pounds of good hard Soap
40 bushels of good clean dry Salt.

NOTE.—all bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1833, and 1st March, 1839.

The hogs, of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turk's Island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak, or white ash barrels, full hooped. The beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peter's must pass St. Louis, for their ultimate destination, by the 15th April, 1833. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase, to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such storehouses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice.

Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government; otherwise their proposals will not be acted on.

Advances cannot be made in any case, and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing army subsistence."

GEO. GIBSON, C. G. S.

July 6—ts20.

NAVY SLOP CLOTHING FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
July 22, 1837. }

SEALED PROPOSALS, endorsed "Proposals for Slop Clothing," will be received at this office until three o'clock, p. m. of the first of September next, for furnishing and delivering at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, the following articles, viz:

600 pea jackets, 1,600 blue cloth jackets, 2,000 pairs blue cloth trowsers, 2,000 duck frocks, 1,600 duck trowsers, 2,000 white flannel shirts, 2,000 white flannel long drawers, 2,500 black silk neck handkerchiefs, 2,000 pairs sewed leather shoes, 1,600 pairs of woollen stockings, 2,000 pairs woollen socks.

All the articles are to be fully equal in quality and workmanship to the samples which are deposited at all the different navy yards, and at Baltimore. Schedules showing the sizes of the pea and other jackets, trowsers, drawers, frocks, and shirts, and the numbers which will be required of each size, are also deposited at each of the said navy yards, and at Baltimore, for the information of persons who may wish to make proposals.

All the said articles of Slop Clothing must be subjected to such inspection and survey as the Commissioners of the Navy shall direct, by instructions to the commanding officers of the respective navy yards of delivery, and no portion of the said Slop Clothing will be received that is not fully equal to the standard samples or patterns, and does not conform in all other respects to the stipulations and provisions of the contracts to be made.

The prices to be asked for the several denominations of articles enumerated, must be mean or average prices, without regard to the sizes, and must be calculated to cover every expense attending the fulfilment of the con-

tracts until the articles have passed inspection, been approved, and received, including the necessary metal naval buttons.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts, which will, on no account, be paid until the contracts are complied with in all respects; and is to be forfeited to the use and benefit of the United States, in the event of failures to complete the deliveries within the prescribed periods. After deducting ten per centum, payment will be made by the United States within thirty days after the said Slop Clothing shall have been inspected and received, and bills for the same, approved by the commandants of the respective navy yards, according to the terms of the contracts.

The silk handkerchiefs must be fully equal to the samples in size, quality, and weight. The stockings, socks, and shoes must be of assorted sizes, and at least four-fifths of the whole quantity of each must be larger than the samples.

The whole must be delivered in good, tight, substantial, and dry packing-boxes or hogsheads, and in good shipping order, at the expense of the contractors.

The proposals must be made separately for the shoes, for the stockings and socks, and for the other articles; and they must be made separately, also, for the quantities deliverable at each navy yard, as distinct contracts will be made for each.

One-fourth of the quantity of each article for each navy yard must be delivered on or before the first day of January, 1838. One-fourth on or before the first day of March, 1838. And the remainder on or before the first day of May, 1838, or as much earlier as the contractors may prefer.

Persons making offers, must stipulate specifically that they will furnish, under the contracts to be made, any additional quantity of any of the kinds and descriptions of articles embraced in their respective proposals, which the Commissioners of the Navy may require within the year 1838, not to exceed *one-half* the quantities and descriptions named in this advertisement, upon their receiving sixty days' notice to that effect.

July 27—td

BEEF AND PORK FOR THE YEAR 1838.

NAVY COMMISSIONERS' OFFICE, }
JULY 20, 1837. }

SEALED OFFERS, endorsed "Offers for Beef," or "Offers for Pork," as the case may be, will be received at this office, until 3 o'clock, P. M., of the 31st of August next, for furnishing and delivering, free of all cost and charge to the United States, 5,000 barrels of Navy Beef, and 5,000 barrels of Navy Pork, each barrel to contain 200 pounds of nett weight of beef or of pork; 1,000 barrels of the beef, and 1,000 barrels of the pork, must be delivered at the Navy Yard, Charleston, Massachusetts; 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Brooklyn, New York; and 2,000 barrels of the beef, and 2,000 barrels of the pork, must be delivered at the Navy Yard, Gosport, Virginia—all to be delivered between the 15th March and 15th May, 1838.

The beef must be packed from well-fattened cattle, weighing not less than six hundred pounds nett weight; all the legs and leg rounds of the hind-quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore-quarters, must be wholly excluded from the barrel; and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The pork must be corn-fed and well-fattened; all the skulls, feet, and hind-legs entire, must be excluded from the barrel; and the remainder of the hog must be cut in pieces weighing not less than six pounds each; not more than three shoulder pieces, and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said beef and pork must be slaughtered between the dates of the acceptance of the respective offers and the periods of delivery; must be thoroughly salted, or struck with the best quality, clean, coarse, Turk's Island, Isle of May, or St. Ubes salt, and no other; and after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner,

it is to be packed with a sufficient quantity of the same quality of salt, and five ounces of pure saltpetre pulverized. The salt used in striking must be carefully separated from the pieces, and the pieces must be drained, or placed on inclined boards, and suffered to remain in that state for some time before the pieces are put in the barrel.

The barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, at the expense of the respective contractors. Each barrel must be branded on its head, "Navy Beef," or "Navy Pork," as the case may be, with the "contractor's name," and the "year when packed."

The beef and the pork will be inspected by the inspecting officers at the respective navy yards, and by some "sworn inspectors of salt provisions," who will be selected by the respective commanding officers; but their charges for such inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective yards, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and for each of the places of delivery, covering all their expenses and charges. The names and residences of the sureties offered must be specified, and sufficient and competent evidence of the willingness of the individuals named to become sureties; and their responsibility as such must be furnished, and must accompany the respective offers.

Bonds in one-third the amount of the respective contracts will be required; and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account, be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said beef and pork shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen engravings, can obtain them on application at this office.

July 27—t31A.

LIVE OAK TIMBER.

NAVY COMMISSIONERS' OFFICE, }
JULY, 22, 1837. }

SEALED PROPOSALS will be received at this office until 3 o'clock, P. M. of the 2d September next, for the supply of Live Oak Timber as follows:

CLASS No. 1.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one sloop of war, large class; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 2.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and one smaller vessel; to be delivered at the navy yard, near Portsmouth, N. H.

CLASS No. 3.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, first class, and one steamer, to be delivered at the navy yard, Charlestown, Massachusetts.

CLASS No. 4.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for two steamers, two sloops of war, small class, and one smaller vessel, to be delivered at the navy yard, Philadelphia.

CLASS No. 5.—For the frame timber, beam, and keelson pieces, and for the promiscuous timber which may be directed, for one sloop of war, small class, and for the deficient timber for a frame of one sloop of war, large class, about 5,000 feet, to be delivered at the navy yard, Washington, District of Columbia.

The quantities and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For the ship of the line, 6,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet in length; six of the longest pieces to side 22 inches.

For each frigate, 3,000 cubic feet, which must be sided fifteen inches, and be from twelve to twenty feet long; six of the longest pieces to side nineteen inches.

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each steamer, 1,500 cubic feet, which must be sided fifteen inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast-thocks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

Of classes numbers one and three, at least one-fourth of the whole quantity of timber, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last day of March, 1839; one-half of the remainder on or before the last day of March, 1840; and the whole on or before the last day of March, 1841. And of classes number two, number four, and number five, one-half must be delivered on or before the last day of March, 1838, and the whole on or before the last day of March, 1839. And if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be incurred.

The said Live Oak Timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good quality of the said timber, for the purposes for which it is required by contract and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, in the amount of one-third of the estimated value of the timber to be furnished under the respective contracts, will be required; and as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the navy agent, until the said contracts are completed and closed; which reservations respectively will be forfeited to the use and benefit of the United States in the event of failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the navy yards, Brooklyn, Gosport, or Philadelphia.
July 27—td.

JOHN SMITH--MERCHANT TAILOR, (LATE OF WEST POINT.)

RESPECTFULLY begs leave to return thanks to the Officers of the U. S. Army for their liberal patronage, and to inform them that he has changed his place of business to 168 Pearl Street, New York, where he hopes, from his long experience and unremitting exertions, a continuation of their favors.

N. B. Orders forwarded with despatch.
July 1—1y